

SUMMARY OF REGIONAL SOLICITATION ACTION TRANSMITTALS

2016-16 – Guarantee funding project in each roadway classification

Three options:

1. Guarantee funding for all roadway functional classifications before start of process (TAC recommendation)
2. Adjust scoring so that top ranked functional classes receive maximum score for some measures
3. No changes - Allow TAB to decide during project selection process

2016-03 – Changes proposed to Regional Solicitation Measures and Scoring Guidance

All Applications

- The proposed measure for the Cost Effectiveness criterion is: Total TAB-eligible project costs, excluding the cost of noise walls, divided by total points
- Consolidate and simplify the Multimodal measures, including adding freight to as a multimodal element in roadway projects

Roadway Application Measures

- In all the Roadway applications, replace the measure “connection to areas of jobs, manufacturing/distribution centers, and educational institutions” with “connection to total jobs, manufacturing/distribution jobs, and students”
- In the Roadway Expansion and Roadway Reconstruction/Modernization applications, adjust measures to help railroad crossing projects be competitive
- In all the Roadway applications, under the Risk Assessment criterion, change the allocation of points among risk factors for interchange projects to provide points if the project has gone through the MnDOT/Metropolitan Council Interchange Request process
- For the Roadway Expansion application only, add guidance for new roadways on how to respond to several measures

Transit Expansion and Modernization Application Measures

- Allow transit applicants to provide letters from employers or educational institutions committing to provide last-mile shuttle service, resulting in expanded transit stop geography
- Focus the Transit Expansion Usage measure on new riders and the Transit System Modernization Usage measure on existing riders.
- Remove measure 1B which included population, which is reflected in measure 2A ridership. The change removes double counting of population and makes the measures under criteria 1 and 2 similar to criteria 1 and 2 in the Roadway applications.

Multiuse Trails and Bicycle Facilities Application Measures

- Combine closing a gap and circumventing a barrier into one measure

Pedestrian Facilities Application Measures

- Eliminate employment from the Usage measure because it is already included in Measure 1A
- Combine closing a gap and circumventing a barrier into one measure

Safe Routes to School Measures

- Add public transit users to the count of students that bike or walk, thereby eliminating the need for the separate Multimodal Facilities criteria and measures

2016-04 – Criteria and Measures Weighting

- Add 100 points for the Cost Effectiveness Criteria to all 10 categories; total points possible increases from 1,000 to 1,100
- Increase Risk Assessment criterion for the four Roadway applications from 75 to 100 points, reducing Multimodal from 100 to 75

2016-05 – Maximum and Minimum Federal Funding Amounts

- Adopt Modal Funding Ranges

Application Category	Min. Fed Award	Max. Fed Award
Multituse Trails	\$125,000 \$250,000	\$5,500,000 \$3,500,000
Pedestrian Facilities	\$125,000 \$250,000	1,000,000
Safe Routes to School	\$125,000 \$150,000	1,000,000

2016-10 – Modal Funding Ranges

- Adopt Modal Funding Ranges

Roadways Including Multimodal Elements	Transit and TDM Projects	Bicycle and Pedestrian Facilities	Total
Range of 48%-68% Range of \$72M-\$102M*	Range of 22%-32% Range of \$33M-\$48M*	Range of 10%-20% Range of \$15M-\$30M*	100% \$150M*

2016-08 – Approve Full Packet for Release for Public Comment

- Approve Introduction, Forms, and Qualifying Criteria
- Approve full Regional Solicitation packet for release

Information and Action Items: Potential Changes for 2016 Regional Solicitation

TAB Meeting

January 20, 2016



Regional Solicitation Schedule

- Jan 20th: Today's Items
- Feb 3rd: (Extra TAB Meeting if Needed)
- Feb 17th: Other Application Topics
- Mar 16th: Public Comment Summary & Final Approval of Regional Solicitation
- May 15th: Application Released

Today's Items

- Action Item: Funding by Roadway Functional Classification
- Action Item: Measures and Scoring Guidance
 - Including Discussion on New Roadways
- Action Item: Weighting of Criteria and Measures
- Action Item: Minimum and Maximum Federal Funding Amounts
- Action Item: Modal Funding Ranges
- Action Item: Introduction, Forms, Qualifying Criteria; Release Draft Regional Solicitation for Public Comment

Approved Application Categories

MODAL CATEGORIES

Roadways Including Multimodal Elements
**48% - 68% of Funds

Transit and Travel Demand Management (TDM) Projects
**22% - 32% of Funds

Bicycle and Pedestrian Facilities
**10% - 20% of Funds

APPLICATION CATEGORIES

Expansion

Reconstruction / Modernization

Roadway System Management

Bridges

Transit Expansion

Transit System Modernization

Travel Demand Management

- Base Level
- Innovative

Multise Trails and Bicycle Facilities

Pedestrian Facilities
(Sidewalks, Streetscaping, and ADA)

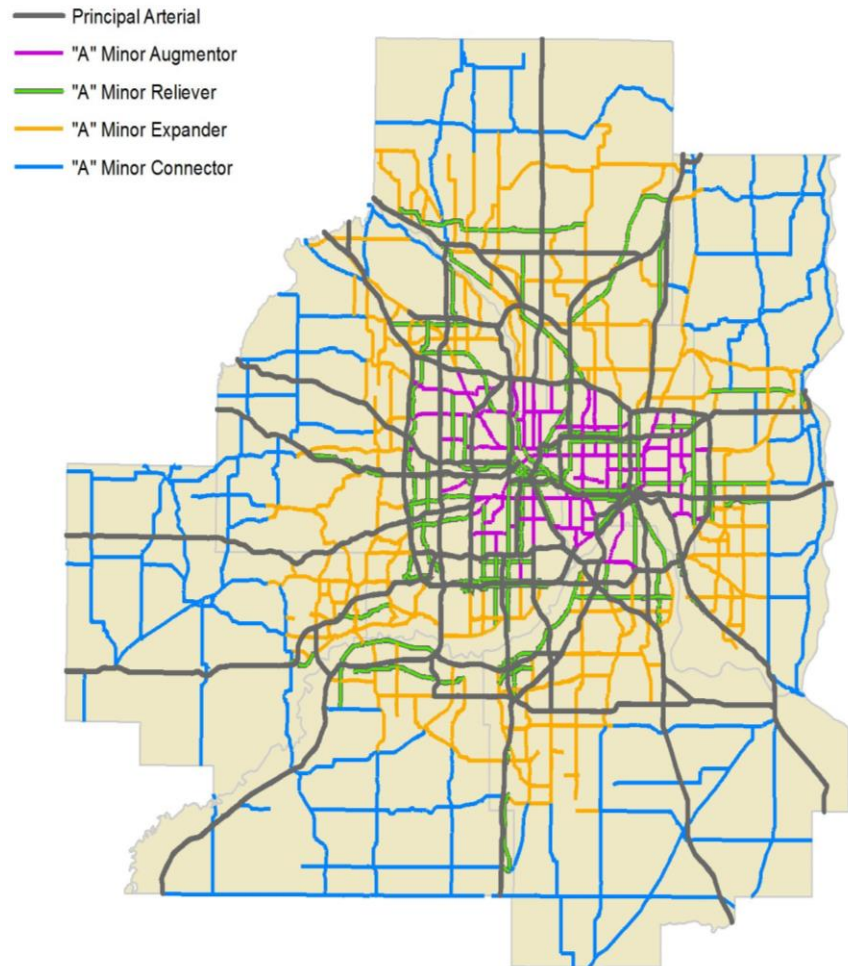
Safe Routes to School
(Infrastructure Projects)

Within each application category, there are criteria such as usage and safety.
Within each criterion, there are 1 to 3 measures, such as crashes reduced.

Action: (2016-16) Funding by Roadway Functional Classification

Eligible roadway classifications:

- Non-Freeway Principal Arterials
- A-Minor Augmentor
- A-Minor Reliever
- A-Minor Expander
- A-Minor Connector (not eligible in Expansion category)



Funding by Roadway Functional Classification

TAB requested (Dec. 16) pros and cons of three options:

1. Guarantee funding for all roadway functional classifications before start of process
2. Adjust scoring of some measures so that the top ranked project in each functional class receives the maximum score
3. No changes - Allow TAB to decide during selection process

Pros/Cons

Option 1: Guarantee funding of a project in all roadway classes

- Pro: Provides incentive to submit Connector applications
- Pro: Supportive of A-Minor Study recommendations
- Pro: More transparent than adjusting scoring
- Con: Skipping over higher ranked projects inconsistent with Regional Solicitation tradition of funding highest scoring projects

Pros/Cons

Option 2: Adjust Scoring of Some Measures

- Pro: Supportive of A-Minor Study recommendations
- Con: Applying new scoring to 2014 Solicitation would have changed order/selection of 5 projects but no Connectors would be funded
- Con: No guarantee a Connector will be funded in future
- Con: Less transparent

Pros/Cons

Option 3: Make No Changes – TAB Decides During Selection

- Pro: No changes needed to current adopted Regional Solicitation process
- Con: Skipping over higher ranked projects inconsistent with Regional Solicitation tradition of funding highest scoring projects
- Con: Lack of guarantee will likely result in fewer applications for Connectors being submitted

Action: (2016-16) Funding by Roadway Functional Classification

TAC Recommendation:

- Guarantee at least one project is funded in each of the five eligible roadway functional classifications

Action: (2016-03)
**Recommended Measures and
Scoring Guidance Changes**

Proposed Cost Effectiveness Measure

What should be the measure(s) for the new Cost Effectiveness criteria?

- Include one Cost Effectiveness measure:
Total TAB-eligible project cost, excluding the cost of noise walls ÷ total points
- Eliminate Cost Effectiveness from other criteria and measures

Proposed Changes to Roadways (continued)

- Adjust measures to help railroad crossing grade-separation projects to be more competitive
 - train-caused vehicle delays
 - train-caused vehicle emissions
 - separate safety score

Proposed Changes to Roadways (continued)

- Modify risk assessment points given addition of interchange project review status
- Consolidate/simplify Multimodal criterion and add freight as a multimodal component
- Modify A-Minor and Non-Freeway Principal Arterial scoring guidance for Expansion and Reconstruction/Modernization to help all categories be more competitive, if Option 2 selected.

New Roads/Overview

- New roadways have been eligible since 1993 Solicitation
- In 2014 Solicitation 5 submitted, 1 funded (St. Paul, Bloomington, Richfield, Rogers, and Maple Grove)
- Some comments after the solicitation supported a New Roadway application category
- TAC did not support a New Roadway category which would likely result in a new road being funded regularly
- TAC recommended modifying some existing measures to ensure new roads could fairly be compared with existing roadway expansion projects

New Roads/Overview (continued)

- Planned/future A-Minor Arterials are included on TAB adopted Functional Classification map
- Map is a qualifying criteria for Regional Solicitation
- Construction of a new road can move an A-Minor designation from an existing road
- Purpose for new road is to fill a gap in the system or add capacity
- Existing traffic using existing streets moves to the new roadway

Measures Proposed to be Modified

- New methodologies and scoring guidance describes how the following measures should be calculated for new roadways:
 - Heavy commercial traffic (1B)
 - Current daily person throughput (2A)
 - Forecasted traffic (2B)
 - Age of original construction, “old” road (4A)
 - Vehicle delay reduction (5A)
 - Emission reduction (5B)
 - Crash reduction (6A)

Age of Roadway Measure Rationale

- Wear and tear on old roadway is reduced
- New roadway maintenance costs are lower
- In some instances, old roadway is no longer an A-Minor and therefore not eligible for expansion or reconstruction funding through Solicitation

Action: (2016-03) Recommended Measures and Scoring Guidance Changes

TAC Recommendation: That TAB approve the attached measures and scoring guidance, as modified, for each application category for the 2016 Regional Solicitation, incorporating adjustments, as necessary, based upon Action Transmittal 2016-16.

Action: (2016-04) Recommended Weighting of Criteria and Measures

How many points should be given for the new cost effectiveness criteria? Other point changes?

TAC Recommendation: Approve weighting of criteria and measures shown in Attachments 1-5, including:

- Add 100 points for the Cost Effectiveness Criteria to all 10 categories; total points increases from 1,000 to 1,100
- Increase Risk Assessment criterion for the four Roadway applications from 75 to 100 points, reducing Multimodal from 100 to 75

Action: (2016-05) Recommend Approval of Minimum and Maximum Funding Amounts

TAC Recommendation: Approve same minimum and maximum amounts except for changes shown below.

Application Category	Min. Fed Award	Max. Fed Award
Multiuse Trails	\$125,000 \$250,000	\$5,500,000 \$3,500,000
Pedestrian Facilities	\$125,000 \$250,000	1,000,000
Safe Routes to School	\$125,000 \$150,000	1,000,000

Action: (2016-10) Approve Funding Ranges for Modal Categories

	Roadways	Transit and TDM	Bicycle and Pedestrian Facilities	Total
2014 Solicitation Ranges	48%-68% \$72M-\$102M	22%-32% \$33M-\$48M	10%-20% \$15M-\$30M	100% \$150M

**Action: (2016-08) Recommend
Approval of Introduction,
Forms, and Qualifying Criteria;
Release Draft Regional
Solicitation for Public Comment**

TAC Recommendation: Recommend approval and
release for public comment

Questions

Steve Peterson, MTS Planning Analyst

651-602-1819

Steven.Peterson@metc.state.mn.us